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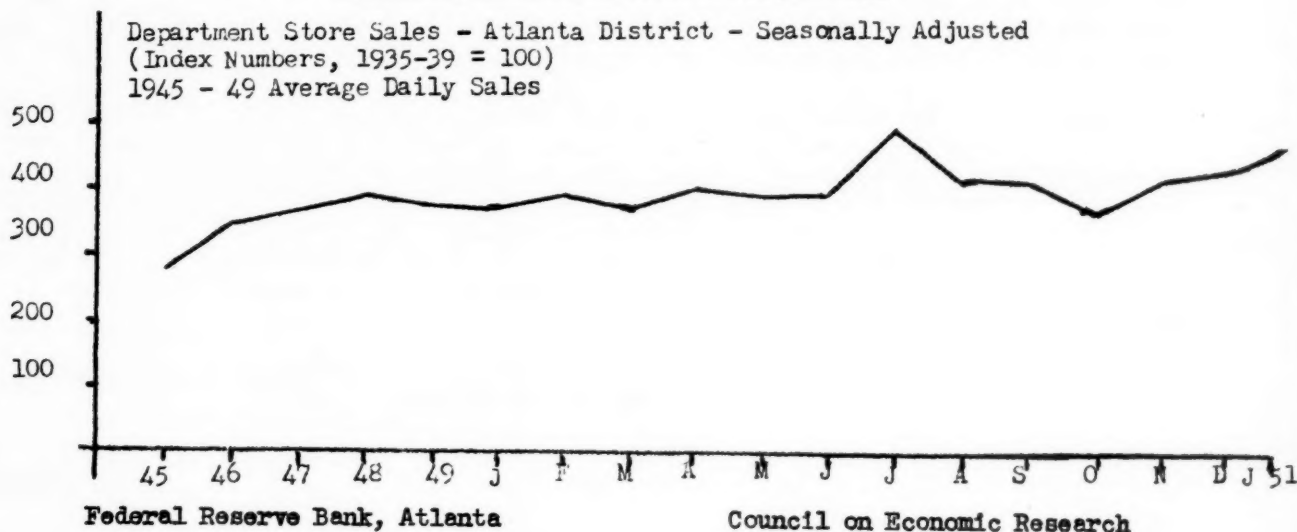
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BUSINESS INDICATORS ----- R. L. CHAFFIN

The economic outlook for Atlanta in the coming month is one dominated by continued high-level activity and shifts in the use of resources. The dominant economic question will continue to be how to press down the lid on inflationary forces.

The drift towards continued inflation and exaggerated activity is noted in many facets of our district, state, and city economy. The level of non-farm employment in our state hit an all-time record of 826,300 workers in December. This figure represents a gain of 9,100 workers over November, and a gain of 59,300 over December, 1949. On the city level average weekly earnings in December for production workers in the Atlanta area came to \$55.81 for a 42.6 hour week. This represents an average weekly earning gain of \$4.07 over November, 1950, and an hour gain of 1.1 hours. Total Atlanta area non-farm employment (excluding government and construction workers) in December was estimated at 216,200 up 1,900 from November. Approximately 2,200 seasonal employees entered the employment picture during the month, with retail

trade hiring 95% of these new workers. However, certain industrial groups lost employees between November and December, 1950: non-durable goods down 1.2%; finance, insurance, and real estate down 2.0%; and transportation, communication, and public utilities down 0.1%.

Department store sales in Atlanta for the week ending January 27, 1951, climbed to a level 26% above the period of January 28, 1950. For the Sixth Federal Reserve District, as a whole, department store sales were up 22% over last year's corresponding period.

Construction costs in Atlanta have more than kept pace with the general economic acceleration of the area. The American Appraisal Company's Construction Cost Index shows that since 1913, building costs in Atlanta (based upon a cost percentage gain) have risen more rapidly than in any other city in the country. Using 1913 as the base year, a building then costing \$100,000 to erect now costs about \$543,000. This same building in 1939 would have cost approximately \$186,000.

A report on the condition of 27 member banks in the Sixth Federal Reserve District for the last week in January shows an increase in loans (up 10 millions) and a decrease in deposits and cash reserves. Total loans on January 31 were up 254 million dollars from the corresponding Wednesday one year earlier. Investment holdings of securities declined by 9 million dollars and Treasury Bills declined by 15 millions. However, Treasury Notes increased 2 million dollars; U. S. Bonds increased one million dollars, and other securities by 3 million dollars. Adjusted demand deposits increased 12 million dollars in the week.

We may expect a continued rise in area activity and inflation as our planning objectives and programs of action become better defined.

RAIL STRIKES ----- J. WHITNEY BUNTING

Various top-ranking labor leaders are quite worried over the recent "sick" strike of railroad switchmen which seriously crippled train service in many important cities, including Atlanta. The fear is spreading that the time of the strike was ill-advised even if the sympathies of these leaders may have been with the employees. There is no changing the fact that many items of war goods were delayed and that the results might have been disastrous to the far-flung troops and ships of the United Nations. Two facts stand out as proof that the strike should not have occurred when it did, namely, (1) certain congressional leaders (both Democrat and Republican) have been quietly planning stiffer terms in the Taft-Hartley Act against emergency strikes, and (2) Economic Stabilization Administration leaders were planning a readjustment in the terms of the wage freeze in favor of labor. Just what the effect of this action of railway labor will be remains to be seen, but it is certain that their cause will not be helped.

The fact that Atlanta is an area of heavy railroad concentration (served by eight major railroad systems) means that any shut-down of this nature severely imperils general economic activity here. Many assembly plants (including General Motors and Ford) as well as many first-rate industrial establishments have located in this metropolitan center due to important transportation advantages. The continuity of

wages and employment for many thousands of Atlantians depends on the steady and continuous operations of the railroad systems serving this city.

GEORGIA MOTOR TRANSPORT ----- G. G. MAUGHON

It has been said that everything you eat, drink, wear, or use travels all or part of the way by truck. In our own state every community depends upon truck transportation to a greater or lesser degree. More than seventy Georgia towns depend entirely upon trucks.

According to the Motor Vehicle Association of Georgia, 16% of Georgia's 466 towns having a population of over 250 have no other means of moving goods in or out. Ten counties in Georgia and twenty-one county seats are dependent upon trucks for the enjoyment of necessities, comforts, conveniences, and advantages of other cities.

The following Georgia counties are not served by railroads: Union, White, Forsyth, Lumpkin, Dawson, Glascock, Towns, Banks, Lincoln, and Baker.

Among the county seats in Georgia not served by railroads are: Appling, Blairsville, Carnesville, Cleveland, Cumming, Dahlonga, Danielsville, Darien, Dawsonville, Fayetteville, Franklin, Gibson, Hiawasee, Hinesville, Homer, Irwinton, Knoxville, Lincolnton, Morgan, Newton, and Statenville.

The first inter-city truck ran out of Atlanta in May, 1919. Truck trailer tags run as high as \$1,500. Georgia trucks paid \$14,649,999 in gasoline taxes and license taxes in 1949. According to the Georgia Motor Trucking Association, Inc., they pay all other usual taxes paid by other businesses.

STATE FARMERS' MARKET ---- M. D. DUNLAP

The first State sponsored market in the city of Atlanta was opened in 1936 at the intersection of Gilmer Street and Piedmont Avenue, on the property leased by the State for a period of 5 years with an option to purchase at the end of that period. The total cost of facilities of this State market was \$150,000. With the continued growth of the city, the annual volume of fruit and vegetable business passed 10,000 carloads soon after this market was opened, and it was unable to accommodate all those who wanted to use it. Since the State's lease on the market site was to expire in 1941, and since there was no available space for the expansion, State officials decided upon the construction of a new market.

The State Farmers' Market which was constructed on Murphy Avenue in the southwest section of the city at a total cost of \$405,702.88 was opened in May, 1941. The old State Market was abandoned with the opening of the new market. The new site contains 16 acres. Facilities include six store buildings containing 79 units for wholesalers and three sales sheds, containing 180 stalls for farmers and truckers. Although the Atlanta Farmers' Market is the largest market of the kind in the Southeast, there is considerable evidence that, with respect to the size of its facilities, market history in Atlanta has repeated itself.

(4)

In 1945 approximately 94 per cent of the total truck receipts of fruits and vegetables, or the equivalent of 11,978 carloads, 55 per cent of the total rail receipts, or the equivalent of 4,245 cars and 75 per cent of the total express receipts, or the equivalent of 33 carloads, were handled at the State Market. Thus, there was handled on the market in 1945, an estimated total of 15,356 carloads of fruits and vegetables, or roughly 79 per cent of the total receipts in the city.

We do not have available the estimate of the numbers of carloads received at the State Market. For each year since the establishment of the new market, statistics show that there has been a steady growth of market sales.

The sales for December, 1949, totaled \$2,215,879.05 while the sales for December, 1950, totaled \$2,558,662.91.

TOTAL	SALES
1941 - \$ 6,186,183.93	1946 - \$ 26,189,938.48
1942 - \$ 10,383,599.24	1947 - \$ 28,287,518.46
1943 - \$ 15,026,753.94	1948 - \$ 31,317,354.54
1944 - \$ 16,352,268.37	1949 - \$ 32,546,327.84
1945 - \$ 20,304,788.17	1950 - \$ 33,158,394.15
	<u>TOTAL \$219,753,127.12</u>

COMING EVENTS OF ECONOMIC INTEREST AT THE ATLANTA DIVISION, UNIVERSITY OF GEORGIA,
DURING FEBRUARY

Institute of Democracy versus Communism - Room 610 - On Thursday, February 22,
March 1, and March 8.

Atlanta Division
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